FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2020-23

10/26/2020 - 11/8/2020

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
Oklahoma City, OK 73125-0460

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AD No.	Information	Manufacturer	Applicability

Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects

Biweekly 2020-01

2019-22-08		Leonardo S.p.A	AW169 and AW189 helicopters

Biweekly 2020-02

We published no ADs for the Small AD Biweekly during this period.

Biweekly 2020-03

We published no ADs for the Small AD Biweekly during this period.

Biweekly 2020-04

2020-02-11	R 2015-04-04	Bell Helicopter Textron Inc.	412 and 412EP helicopters
2020-02-17		Sikorsky Aircraft Corporation	S-70, S-70A, S-70C, S-70C(M), and S-70C(M1) helicopters
2020-02-23		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, and AS350D1; AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2020-03-50		Cirrus Design Corporation	SF50 airplanes

Biweekly 2020-05

2020-03-13		Leonardo S.p.A.	AW189 helicopters
2020-03-16		Textron Aviation Inc.	210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, and T210M airplanes

Biweekly 2020-06

2020-04-21		Bell Helicopter Textron Canada Limited	429 helicopters
2020-05-11		Robinson Helicopter Company	R44 and R44 II helicopters

Biweekly 2020-07

2020-04-13		Daher Aircraft Design, LLC	KODIAK 100 airplanes
2020-04-14		Honda Aircraft Company LLC	HA-420 airplanes
2020-04-21		Bell Helicopter Textron Canada Limited	429 helicopters
2020-05-20		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, and AS332L2 helicopters
2020-05-23		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1 helicopters
2020-06-11		MD Helicopters Inc.	600N helicopters

Biweekly 2020-08

2020-06-12		Airbus Helicopters	AS332L2 and EC225LP helicopters
2020-06-13		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1 helicopters

Biweekly 2020-09

2020-07-15		PZL Swidnik S.A.	PZL W-3A helicopters
2020-07-22		PZL Swidnik S.A.	PZL W-3A helicopters
2020-08-02		Thales AVS France SAS	Global Positioning System/Satellite Based Augmentation System receivers
2020-08-10		Robinson Helicopter Company	R44 and R44 II helicopters
2020-09-01	R 2008-24-04	Airbus Helicopters	AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters
2020-09-02	R 2017-16-04	Anjou Aeronautique	Torso restraint systems

Biweekly 2020-10

2020-09-04		Aermacchi S.p.A.	F.260, F.260B, F.260C, F.260D, F.260E, and F.260F

Biweekly 2020-11

2020-09-15		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2020-10-02	R 2011-12-07	Airbus Helicopters	SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2020-10-03		Weatherly Aircraft Company	201, 201A, 201B, 201C, 620, 620A, 620B, 620B-TG, and 620TP
2020-10-05		Rockwell Collins, Inc	Flight Management Systems

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2020-11-02		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP
2020-11-04		Learjet Inc.	60
2020-11-05		Airbus Helicopters	EC120B
Biweekly 2020-12			
2020-11-06		Pilatus Aircraft Ltd	PC-6, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2, PC-6-H1, and PC-6-H2
2020-11-07		MD Helicopter Inc.	369D, 369E, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N
Biweekly 2020-13			
2020-03-50		Cirrus Design Corporation	SF50
2020-12-02		Airbus Helicopters	EC120B
2020-12-07		Hamilton Sundstrand Corporation	54H60
2020-12-08	R 2011-20-01	Embraer S.A.	EMB-505
2020-12-10	R 2011-12-08	Bell Textron Inc.	205A, 205A-1, 205B, 212, 412, 412CF, and 412EP
Biweekly 2020-14			
2020-12-09		Airbus Helicopters	EC130B4 and EC130T2
2020-13-02		Leonardo S.p.A.	A119 and AW119 MKII
2020-13-03	R 2018-07-15	XtremeAir GmbH Airplanes	XA42
Biweekly 2020-15			
2020-13-01		Quest Aircraft Design, LLC	KODIAK 100
2020-14-01		Bell Textron Inc.	214ST
2020-14-06		Diamond Aircraft Industries Inc.	DA 40, DA 40 F, and DA 40 NG
2020-15-01		Airbus Helicopters	EC 155B and EC155B1
Biweekly 2020-16			
2020-14-07		Austro Engine GmbH	E4 and E4P
2020-15-03	R 2016-07-13 R 2018-03-22	GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F
2020-15-04		GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-100, H75-200, H80, H80-100, H80-200, H85-100, and H85-200
2020-15-05	R 2018-18-02	Austro Engine GmbH	E4 and E4P
2020-15-06		PZL Swidnik S.A.	W-3A
2020-15-11		PZL Swidnik S.A.	PZL W-3A
2020-15-13	R 2017-02-07	Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and MBB-BK 117 D-2
2020-15-15		Airbus Helicopters	EC225LP
2020-15-16	R 2018-07-08	Leonardo S.p.A.	A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII
2020-15-18		Leonardo S.p.A.	AB139, AW139, AW169, and AW189
2020-15-19		Pacific Aerospace Limited	750XL
2020-16-03		PZL Swidnik S.A.	PZL W-3A
2020-16-08		Aspen Avionics, Inc.	Evolution Flight Display (EFD) EFD1000 Primary Flight Display, EFD1000 Multi-Function Display, and EFD1000 Emergency Backup Display
2020-16-10		Bell Textron Inc.	204B, 205A, 205A-1, 205B, 212, 214B, 214B-1, 412, 412CF, and 412EP
Biweekly 2020-17			
2020-13-01	COR	Daher Aircraft Design, LLC	KODIAK 100
2020-13-09		DG Flugzeugbau GmbH	DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, DG-500/22 Elan, DG-500M, and DG-500MB
2020-15-17		Sikorsky Aircraft Corporation	S-76C
2020-16-02		Pilatus Aircraft Ltd.	PC-6, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-

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			H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2, PC-6-H1, and PC-6-H2
2020-16-04		Pacific Aerospace Limited	750XL
2020-16-05		Blanik Aircraft CZ s.r.o.	L 23 Super-Blanik
2020-16-09	R 2009-25-09	Airbus Helicopters	SA330J
2020-17-05		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2

Biweekly 2020-18

2020-15-18	COR	Leonardo S.p.A.	AB139, AW139, AW169, and AW189
2020-16-06		Aviat Aircraft Inc.	A-1, A-1A, A-1B, A-1C-180, and A-1C-200
2020-16-07		Pacific Aerospace Limited	750X
2020-16-08	COR	Aspen Avionics, Inc.	Evolution Flight Display (EFD) EFD1000 Primary Flight Display, EFD1000 Multi-Function Display, and EFD1000 Emergency Backup Display
2020-16-11		Continental Aerospace Technologies, Inc.	GTSIO-520-C, GTSIO-520-D, GTSIO-520-H, GTSIO-520-K, GTSIO-520-L, GTSIO-520-M, GTSIO-520-N, IO-550-G, IO-550-N, IO-550-P, IO-550-R, IOF-550-N, IOF-550-P, IOF-550-R, TSIO-520-BE, TSIO-550-A, TSIO-550-B, TSIO-550-C, TSIO-550-E, TSIO-550-G, TSIO-550-K, TSIO-550-N, TSIOF-550-D, TSIOF-550-J, TSIOF-550-K, and TSIOF-550-P
2020-16-12		Pacific Aerospace Limited	750XL
2020-16-15		Viking Air Limited	DHC-2 Mk. I and DHC-2 Mk. III
2020-16-16		Pacific Aerospace Limited	750XL
2020-16-19		Sikorsky Aircraft Corporation	S-92A
2020-16-20	R 2018-04-09	Pacific Aerospace Limited	750XL
2020-17-08		Pacific Aerospace Limited	750XL
2020-17-09		GA 8 Airvan (Pty) Ltd	GA8 and Model GA8-TC320
2020-17-10	R 2016-02-06	Bell Helicopter Textron Canada Limited	429
2020-17-11	R 2017-14-05	Airbus Helicopters	SA330J
2020-18-08	R 2019-12-18	Robinson Helicopter Company	R44 II
2020-18-51	E	Sandia Attitude Indicator	Attitude Indicator

Biweekly 2020-19

2015-17-01R1	R 2015-17-01	Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2020-18-05		Pratt & Whitney Canada Corp	PT6B-37A
2020-18-19	R 2014-12-07	Leonardo S.p.a.	AB412 and AB412EP
2020-18-51		Sandia Attitude Indicator	Attitude indicator
2020-19-04		Leonardo S.p.a.	AB139 and AW139

Biweekly 2020-20

2020-18-20		MD Helicopters Inc.	369A, 369D, 369E, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N
2020-19-01		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2
2020-19-02	R 2000-22-19	Airbus Helicopters	SA330J
2020-19-05		Bell Helicopter Textron Canada Limited	505
2020-19-07		Leonardo S.p.a.	AW169
2020-19-08		Bell Textron Inc.	204B, 205A-1, and 212
2020-19-09		Leonardo S.p.A.	AW169 and AW189
2020-19-11		Leonardo S.p.a.	A119 and AW119 MKII
2020-19-12	R 2018-21-04	Glasflugel	Club Libelle 205, H 301 “Libelle,” H 301B “Libelle,” Kestrel, Mosquito, Standard “Libelle,” and Standard Libelle-201B
2020-20-06		Bell Helicopter Textron Canada	429

AD No.	Information	Manufacturer	Applicability

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Biweekly 2020-21

2020-18-01		Textron Aviation Inc.	172N. 172P. 172Q, 172RG, F172N, F172P FR172K, R172K, 182E, 182F, 182G, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, T182, F182P, F182Q, FR182, R182, TR182, 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, 207, 207A, T207, T207A, 210-5A (205), 210-5A (205A), 210B, 210C, 210D, 210E, 210F, T210F
2020-18-11		Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1
2020-19-06		McCauley Propeller Systems	Governors
2020-19-10		Piaggio Aero Industries S.p.A.	P-180
2020-20-02		Leonardo S.p.a.	A109E, A109S, and AW109SP
2020-20-03		Airbus Helicopters	AS350B2
2020-20-14		Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, AS350B3, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2
2020-21-01		Airbus Helicopters	AS-365N2, AS 365N3, EC 155B, EC155B1, and SA-365N1

Biweekly 2020-22

2020-21-21		Leonardo S.p.a.	A109E, A109S, A119, AW109SP, and AW119MKII

Biweekly 2020-23

2020-20-08		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP
2020-21-12		Pilatus Aircraft Ltd	PC-24
2020-21-15		Airbus Helicopters	AS-365N2, AS 365 N3, EC 155B, EC155B1, and SA-365N1
2020-21-22		Textron Aviation Inc.	180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K, 182, 182A, 182B, 182C, 182D, 185, 185A, 185B, 185C, 185D, 185E, A185E, and A185F
2020-21-23		Pilatus Aircraft Ltd.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2020-22-01		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2020-22-04		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, and EC635T2+
2020-22-05		Pilatus Aircraft Ltd.	PC-12/47E
2020-22-07		Bell Textron Inc.	412, 412CF, and 412EP
2020-22-08		Airbus SAS	A320-251N and -271N; A321-251N, -271N, -272N, -252NX, and -271NX; A330-243; A330-343; A330-941; A350-941 and -1041
2020-22-12		Polskie Zaklady Lotnicze Sp. z o.o	PZL M28 05
2020-22-13		Airbus Helicopters	AS332C1 and AS332L1
2020-22-14	R 2018-07-16	Austro Engine GmbH	E4 and E4P
2020-22-17		Pilatus Aircraft Ltd.	PC-24
2020-22-19		Various Restricted Category Helicopters	EH-60A, HH-60L, S-70, S-70A, S-70C, S-70C(M), S-70C(M1), and UH-60A
2020-22-20		Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2
2020-23-01		GE Aviation Czech s.r.o	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-200, H80-100, H80-200, and H85-200

2020-20-08 Airbus Helicopters: Amendment 39-21264; Docket No. FAA-2019-1019; Product Identifier 2018-SW-011-AD.

(a) Applicability

This Airworthiness Directive (AD) applies to Airbus Helicopters Model AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters, certificated in any category, except:

(1) Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters with Modification (MOD) 07 28630, MOD 332P087142.09, or MOD 332P087142.12 installed,

(2) Airbus Helicopters Model AS332L2 helicopters with MOD 07 28630 or 332P087142.00 installed, and

(3) Airbus Helicopters Model EC225LP helicopters with MOD 07 28370, 332A087149.00, 332A087149.03, 332P087142.00, 332P087142.03, or 332P087142.06 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as excessive friction between the jettisonable cabin window and the airframe. This condition could result in the window failing to jettison, preventing occupants from exiting the helicopter during an emergency.

(c) Effective Date

This AD becomes effective December 11, 2020.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Within 110 hours time-in-service:

(1) For Model AS332C, AS332C1, AS332L, and AS332L1 helicopters; and Model AS332L2 and EC225LP helicopters without MOD 332P087140.00 installed, install skived polytetrafluoroethylene tape (PTFE tape) to each jettisonable cabin window frame by following the Accomplishment Instructions, paragraph 3.B.2., of Airbus Helicopters Alert Service Bulletin (ASB) No. AS332-05.01.05 or ASB No. EC225-05A046, both Revision 1 and dated February 8, 2018; or both Revision 2, dated April 10, 2019; or both Revision 3, dated February 10, 2020, or ASB No. AS332-05.01.05, Revision 4, dated September 23, 2020, as applicable to your model helicopter.

(2) For Model AS332L2 and EC225LP helicopters with MOD 332P087140.00 installed:

(i) Remove the PTFE tape, if installed between the VIP cabin window frame and seal, from each jettisonable cabin window by following the Accomplishment Instructions, paragraph 3.B.2., of Airbus Helicopters ASB No. AS332-56.90.13 (ASB AS332-56.90.13) or ASB No. EC225-56C012

(ASB EC225-56C012), both Revision 0 and dated February 8, 2018, as applicable to your model helicopter.

(ii) Replace each VIP jettisonable cabin window polychloroprene seal with a silicone seal by following the Accomplishment Instructions, paragraph 3.B.3., of ASB AS332-56.90.13 or ASB EC225-56C012, as applicable to your model helicopter.

Note 1 to paragraph (e)(2): Airbus Helicopters has identified the following helicopters as having MOD 332P087140.00 installed: Model AS332L2 serial numbers (S/Ns) 2388, 2390, 2565, 2573, 2577, 2578, and 2587; and Model EC225LP S/Ns 2600, 2623, 2645, 2650, 2651, 2653, 2659, 2684, 2693, 2711, 2712, 2719, 2753, 2756, 2767, 2796, 2926, 2961, 2973, 2974, 2979, 3002, 3003, and 3012.

(3) After the effective date of this AD, do not install a jettisonable cabin window unless you comply with the requirements of paragraph (e)(1) or (e)(2) of this AD, as applicable to your model helicopter and configuration.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Fuller, AD Program Manager, Operational Safety Branch, Airworthiness Products Section, General Aviation and Rotorcraft Unit, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

(1) Airbus Helicopters Information Notice No. 3012-I-05, Revision 0, dated March 8, 2016, Airbus Helicopters ASB No. AS332-56.90.14, Revision 0, dated April 10, 2019, Airbus Helicopters ASB No. AS332-56.00.16, Revision 0, dated February 10, 2020, Airbus Helicopters ASB No. AS332-56.00.18, Revision 0, Airbus Helicopters ASB No. AS332-56.00.20, Revision 0, and Airbus Helicopters ASB No. AS332-56.00.21, Revision 0, all dated September 23, 2020, Airbus Helicopters ASB No. EC225-56A013, Revision 1, Airbus Helicopters ASB No. EC225-56A015, Revision 0, Airbus Helicopters ASB No. EC225-56A016, Revision 0, and Airbus Helicopters ASB No. EC225-56A017, Revision 0, all dated February 10, 2020, which are not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone 972-641-0000 or 800-232-0323; fax 972-641-3775; or at https://www.airbus.com/helicopters/services/technical-support.html. You may view the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD No. 2018-0039R1, dated September 25, 2020. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2019-1019.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6320, Main Rotor Gearbox.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Airbus Helicopters Alert Service Bulletin (ASB) No. AS332-05.01.05, Revision 1, dated February 8, 2018.

(ii) Airbus Helicopters ASB No. AS332-05.01.05, Revision 2, dated April 10, 2019.

(iii) Airbus Helicopters ASB No. AS332-05.01.05, Revision 3, dated February 10, 2020.

(iv) Airbus Helicopters ASB No. AS332-05.01.05, Revision 4, dated September 23, 2020.

(v) Airbus Helicopters ASB No. AS332-56.90.13, Revision 0, dated February 8, 2018.

(vi) Airbus Helicopters ASB No. EC225-05A046, Revision 1, dated February 8, 2018.

(vii) Airbus Helicopters ASB No. EC225-05A046, Revision 2, dated April 10, 2019.

(viii) Airbus Helicopters ASB No. EC225-05A046, Revision 3, dated February 10, 2020.

(ix) Airbus Helicopters ASB No. EC225-56C012, Revision 0, dated February 8, 2018.

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone 972-641-0000 or 800-232-0323; fax 972-641-3775; or at https://www.airbus.com/helicopters/services/technical-support.html.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on November 2, 2020.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24626 Filed 11-5-20; 8:45 am]

2020-21-12 Pilatus Aircraft Ltd: Amendment 39-21285; Docket No. FAA-2020-0744; Project Identifier 2019-CE-056-AD.

(a) Effective Date

This AD is effective December 8, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC-24 airplanes, all serial numbers, with an emergency exit grommet part number (P/N) 944.87.32.001 installed, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 52: Doors.

(e) Unsafe Condition

This AD was prompted by a report that after exposure to low temperatures, the vinyl grommets that hold the upper panel assembly in position on the left-hand (LH) and right-hand (RH) emergency exits can become rigid. This unsafe condition, if not addressed, could result in failure of the emergency exits to open during an evacuation.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) and (2) of this AD.

(1) Within 3 months after the effective date of this AD, replace each grommet P/N 944.87.32.001 holding the upper panel assembly in position on the LH and RH emergency exits with grommet P/N 525.26.24.035 in accordance with the Accomplishment Instructions, section 3.B., of Pilatus Aircraft Ltd PC-24 Service Bulletin No. 25-005, dated August 12, 2019.

(2) As of the effective date of this AD, do not install a grommet P/N 944.87.32.001 on any airplane.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. Before using any approved AMOC on any airplane to

which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(h) Related Information

Refer to European Union Aviation Safety Agency (EASA) AD No.: 2019-0293, dated December 4, 2019, for more information. You may examine the EASA AD in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0744.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Pilatus PC-24 Service Bulletin No. 25-005, dated August 12, 2019.

(ii) [Reserved]

(3) For Pilatus Aircraft Ltd service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Technical Support (MCC), P.O. Box 992, CH-6371 Stans, Switzerland; telephone: +41 (0)41 619 67 74; fax: +41 (0)41 619 67 73; email: Techsupport@pilatus-aircraft.com; internet: https://www.pilatus-aircraft.com/en.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 5, 2020.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24279 Filed 11-2-20; 8:45 am]

2020-21-15 Airbus Helicopters: Amendment 39-21288; Docket No. FAA-2020-0618; Product Identifier 2019-SW-064-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS-365N2, AS 365 N3, EC 155B, EC155B1, and SA-365N1 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as obstruction of the oil duct of the tail rotor gearbox (TGB) control bearing. This condition could result in a lack of lubrication on the TGB control bearing, which could affect the correct operation of the TGB, and subsequent reduced control of the helicopter.

(c) Effective Date

This AD becomes effective December 7, 2020.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) Within 55 hours time-in-service or 5 months, whichever occurs first: (i) Open the TGB oil filter plug cover (cover) identified as "b" in Detail "A" and Detail "B" in Figure 1 of Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 65.00.19 or Airbus Helicopters EASB No. 65A008, both Revision 0 and dated July 10, 2019 (EASB 65.00.19 or EASB 65A008), as applicable to your model helicopter, by removing any lockwire, opening the cover (b), and removing the strainer (e) using a screwdriver. Remove the TGB oil filter plug (plug) identified as "h" in Detail "B" in Figure 1 of EASB 65.00.19 or EASB 65A008, as applicable to your model helicopter, by removing the sealing compound at the base of the plug (h), marking the base of the plug (h) and the TGB housing (c), and removing and cleaning the plug (h) and the exterior surface of the TGB housing (c) surrounding the plug (h) installation area.

(ii) Using an adjustable or fixed head borescope with a 6 mm or larger diameter camera probe, inspect for operating oil (oil) retention and visibility of the two T holes in the TGB oil housing recess (housing recess) (towards the rear of the helicopter) identified as "g" in Section C-C in Figure 2 of EASB 65.00.19 or EASB 65A008, as applicable to your model helicopter.

(A) If there is any oil retention in the housing recess (g) and the two T holes are not completely visible as shown in photo 1, in the Accomplishment Instructions, paragraph 3.B.2.b., of EASB 65.00.19 or EASB 65A008, as applicable to your model helicopter, before further flight, remove the TGB control rod and inspect for and remove any foreign objects in the TGB oil duct (oil duct)

identified as “k” in Detail “D” of Figure 2 of EASB 65.00.19 or EASB 65A008, as applicable to your model helicopter.

(B) With all of the oil drained from the housing recess (g), inspect for oil retention and visibility of the two T holes in the housing recess (g) as required by paragraph (e)(1)(ii) of this AD.

(1) If there is any oil retention in the housing recess (g) and the two T holes are not completely visible, before further flight, replace the TGB.

(2) If there is no oil retention in the housing recess (g) and the two T holes are completely visible, before further flight:

(i) Inspect for any foreign objects in the oil duct identified as “k” in Section EE of Figure 3 of EASB 65.00.19 or EASB 65A008, as applicable to your model helicopter. If there is any foreign object, before further flight, remove each foreign object.

(ii) Inspect for oil flow at the end of the oil duct (k) BTP (q) cover by following the procedures in the second step through the sixth step, inclusive, of the Accomplishment Instructions, paragraph 3.B.3.b., of EASB 65.00.19 or EASB 65A008, as applicable to your model helicopter.

(iii) If the oil does not flow at the end of the oil duct (k) BTP (q) cover, before further flight, replace the TGB.

(iv) If the oil flows at the end of the oil duct (k) BTP (q) cover, before further flight, remove from service the TGB control rod bearing.

(2) As of the effective date of this AD, do not install a TGB on any helicopter unless, with the non-installed TGB in a level position using shims, the requirements of paragraph (e)(1) of this AD have been accomplished. Unless already done, installation of a new TGB control rod bearing is also required. Accomplishment Instructions, paragraph 3.B.6., of EASB 65.00.19 and EASB 65A008, as applicable to your model helicopter, contain information pertaining to inspecting a non-installed TGB. A TGB with a log card entry showing it has passed the requirements in the Accomplishment Instructions, paragraph 3.B.6., of EASB 65.00.19 and EASB 65A008, as applicable to your model helicopter, is acceptable for compliance with this paragraph.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Rao Edupuganti, Aviation Safety Engineer, Regulations and Policy Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD No. 2019-0165-E, dated July 12, 2019. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2020-0618.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 62, Tail Rotor Gearbox.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 65.00.19, Revision 0, dated July 10, 2019.

(ii) Airbus Helicopters EASB No. 65A008, Revision 0, dated July 10, 2019.

Note 1 to paragraph (i)(2): Airbus Helicopters EASB Nos. 65.00.19 and 65A008, each Revision 0 and dated July 10, 2019, are co-published as one document along with Airbus Helicopters EASB Nos. 65.00.09 and 65.06, each Revision 0 and dated July 10, 2019, which are not incorporated by reference in this AD.

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone 972-641-0000 or 800-232-0323; fax 972-641-3775; or at https://www.airbus.com/helicopters/services/technical-support.html.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 6, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-23977 Filed 10-30-20; 8:45 am]

2020-21-22 Textron Aviation Inc.: Amendment 39-21295; Docket No. FAA-2020-0472; Project Identifier 2018-CE-060-AD.

(a) Effective Date

This airworthiness directive (AD) is effective December 7, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company) Models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K, 182, 182A, 182B, 182C, 182D, 185, 185A, 185B, 185C, 185D, 185E, A185E, and A185F airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53, Fuselage; 55, Stabilizers.

(e) Unsafe Condition

This AD was prompted by a report of cracks found in the tailcone and horizontal stabilizer attachment structure. The FAA is issuing this AD to detect and correct corrosion and cracks in the tailcone and horizontal stabilizer attachment structure. The unsafe condition, if not addressed, could result in failure of the horizontal stabilizer to tailcone attachment, which could lead to tail separation with consequent loss of control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Inspect, Repair, and Replace

Within the next 100 hours time-in-service (TIS) after the effective date of this AD or within the next 12 months after the effective date of this AD, whichever occurs later, and thereafter every 500 hours TIS or 5 years, whichever occurs first, visually inspect each stabilizer hinge bracket, tailcone reinforcement angle, corner reinforcement, stabilizer hinge reinforcement channel, stabilizer hinge assembly, stabilizer aft spar reinforcement, and the lower half of the stabilizer aft spar from station (STA) 16 on the left side to STA 16 on the right side for corrosion and cracks; remove any corrosion; and replace any part with a crack by following the Accomplishment Instructions, paragraphs 9

through 11 and 13, of Textron Aviation Single Engine Mandatory Service Letter SEL-55-01, dated December 7, 2017. Also inspect for loose rivets and sheared rivets. If there is a loose or sheared rivet, before further flight, replace the rivet.

(h) Credit for Previous Actions

Actions accomplished before the effective date of this AD within the previous 5 years or 500 hours TIS, whichever was the most recent, in accordance with the procedures specified in the documents listed in paragraphs (h)(i) through (viii) of this AD as applicable to your airplane are considered acceptable for compliance with the corresponding actions in paragraph (g) of this AD. The time between any inspection for which credit is allowed by this paragraph and the next inspection accomplished in accordance with paragraph (g) of this AD must not exceed 500 hours TIS or 5 years, whichever occurs first.

(i) Cessna Aircraft Company Model 100 Series (1953-1962) Service Manual, Supplemental Inspection Number: 53-10-01, D138-1-13 Temporary Revision Number 8, dated May 18, 2015.

(ii) Cessna Aircraft Company Model 100 Series (1963-1968) Service Manual, Supplemental Inspection Number: 53-10-01, D637-1-13 Temporary Revision Number 10, dated May 18, 2015;

(iii) Cessna Aircraft Company Model 180/185 Series (1969-1980) Service Manual, Supplemental Inspection Number: 53-10-01, D2000-9-13 Temporary Revision Number 9, dated May 18, 2015.

(iv) Cessna Aircraft Company Model 180/185 Series (1981-1985) Service Manual, Supplemental Inspection Number: 53-10-01, D2067-1TR9 Temporary Revision Number 9, dated May 1, 2016.

(v) Cessna Aircraft Company Model 100 Series (1953-1962) Service Manual, Supplemental Inspection Number: 55-10-01, D138-1-13 Temporary Revision Number 7, dated December 1, 2011.

(vi) Cessna Aircraft Company Model 100 Series (1963-1968) Service Manual, Supplemental Inspection Number: 55-10-01, D637-1-13 Temporary Revision Number 9, dated December 1, 2011.

(vii) Cessna Aircraft Company Model 180/185 Series (1969-1980) Service Manual, Supplemental Inspection Number: 55-10-01, D2000-9-13 Temporary Revision Number 7, dated December 1, 2011.

(viii) Cessna Aircraft Company Model 180/185 Series (1981-1985) Service Manual, Supplemental Inspection Number: 55-10-01, D2067-1-13 Temporary Revision Number 7, dated December 1, 2011.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(j) Related Information

For more information about this AD, contact Tara Shawn, Aerospace Engineer, Wichita ACO Branch, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4141; fax: (316) 946-4107; email: tara.shawn@faa.gov or Wichita-COS@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Textron Aviation Single Engine Mandatory Service Letter SEL-55-01, dated December 7, 2017.

(ii) [Reserved]

(3) For Textron Aviation service information identified in this AD, contact Textron Aviation Customer Service, P.O. Box 7706, Wichita, Kansas 67277, (316) 517-5800; customercare@txtav.com; internet: https://txtav.com.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 8, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24046 Filed 10-30-20; 8:45 am]

2020-21-23 Pilatus Aircraft Ltd.: Amendment 39-21296; Docket No. FAA-2020-0745; Project Identifier 2019-CE-030-AD.

(a) Effective Date

This airworthiness directive (AD) is effective December 7, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Models PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes, all serial numbers, certificated in any category, with a horizontal stabilizer rear attachment bolt part number (P/N) 555.10.12.139 marked with production order number FAUF 10169753, FAUF 10171067, or FAUF 10171267 installed.

(d) Subject

Air Transport Association of America (ATA) Code 55: Stabilizers.

(e) Reason

This AD was prompted by a report of horizontal stabilizer rear attachment bolts that had not received correct heat treatment during the manufacturing process. The FAA is issuing this AD to prevent fatigue failure of a bolt and subsequent loss of airplane control.

(f) Actions and Compliance

(1) Within 1,350 hours time-in-service after the effective date of this AD or within 13 months after the effective date of this AD, whichever occurs first, replace each horizontal stabilizer rear attachment bolt P/N 555.10.12.139 marked with production order number FAUF 10169753, FAUF 10171067, or FAUF 10171267 by following the Accomplishment Instructions, section 3.B.(2) through (4) and figures 1 and 2, of Pilatus PC-12 Service Bulletin No. 55-004, dated March 29, 2019, except you are not required to return parts to the manufacturer.

(2) As of the effective date of this AD, do not install a horizontal stabilizer rear attachment bolt P/N 555.10.12.139 marked with production order number FAUF 10169753, FAUF 10171067, or FAUF 10171267 on any airplane.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug

Rudolph, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector (PI), or lacking a PI, your local Flight Standards District Office.

(h) Related Information

Refer to European Union Aviation Safety Agency (EASA) AD No. 2019-0129, dated June 6, 2019, for more information. You may examine the EASA AD in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0745.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Pilatus Aircraft Ltd. PC-12 Service Bulletin No. 55-004, dated March 29, 2019.

(ii) [Reserved]

(3) For Pilatus Aircraft Ltd. service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Technical Support (MCC), P.O. Box 992, CH-6371 Stans, Switzerland; telephone: +41 (0)41 619 67 74; fax: +41 (0)41 619 67 73; email: Techsupport@pilatus-aircraft.com.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 9, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24047 Filed 10-30-20; 8:45 am]

2020-22-01 Airbus Helicopters: Amendment 39-21297; Docket No. FAA-2020-0585; Product Identifier 2019-SW-112-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 7, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 5340, Fuselage main, attach fittings.

(e) Reason

This AD was prompted by reports of corrosion on attachment screws and fittings fastening the main gearbox (MGB) suspension bars to the fuselage. The FAA is issuing this AD to address corrosion on attachment fittings and attachment screws for the MGB suspension bars. This condition, if not addressed, could lead to structural failure of the MGB attachment screws, resulting in detachment of MGB suspension bars from the fuselage and subsequent loss of control of the helicopter.

(f) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(g) Definitions

Affected parts are attachment screws and fitting(s) fastening the parts identified in paragraphs (g)(1) and (2) of this AD.

(1) Rear MGB suspension bars, right and left sides, to the fuselage.

(2) Front MGB suspension bar to the fuselage.

(h) Inspection

Except as specified in paragraphs (j)(1) through (3) of this AD: Within the applicable compliance times identified in paragraph (h)(1) or (2) of this AD, inspect each affected part and its frame bores for discrepancies, in accordance with the Accomplishment Instructions, Section 3.B.2, of Airbus Helicopters Alert Service Bulletin (ASB) AS332-53.02.05, Revision 1, dated March 2, 2020; or Airbus Helicopters ASB AS332-53.02.07, Revision 0, dated October 21, 2019, as applicable. For the purposes of this inspection, a discrepancy may be indicated by corrosion on the MGB attachment fitting or by sealing compound on the attachment screws.

(1) Table 1 or 2, as applicable, of Section 1.E.2, "Compliance in service," of Airbus Helicopters ASB AS332-53.02.05, Revision 1, dated March 2, 2020.

(2) Table 1 of Section 1.E.2, "Compliance in service," of Airbus Helicopters ASB AS332-53.02.07, dated October 21, 2019.

(i) Corrective Action

Except as required by paragraph (j)(4) of this AD: If, during the inspection required by paragraph (h) of this AD, there is any discrepancy, before further flight, do the applicable corrective action (including replacing or repairing corroded parts and replacing screws that have sealing compound on them), in accordance with the Accomplishment Instructions, Section 3.B.2, of Airbus Helicopters ASB AS332-53.02.05, Revision 1, dated March 2, 2020; or ASB AS332-53.02.07, Revision 0, dated October 21, 2019, as applicable.

(j) Exceptions to Service Information Specifications

(1) Where Airbus Helicopters ASB AS332-53.02.05, Revision 1, dated March 2, 2020, uses the phrase "Revision 0 of this ASB issued on April 18, 2019," this AD requires using "the effective date of this AD."

(2) Where Airbus Helicopters ASB AS332-53.02.07, Revision 0, dated October 21, 2019, uses the phrase "receipt of this ASB," this AD requires using "the effective date of this AD."

(3) Where Airbus Helicopters ASB AS332-53.02.05, Revision 1, dated March 2, 2020; and ASB AS332-53.02.07, Revision 0, dated October 21, 2019, specify discarding parts, you are not required to discard parts.

(4) Where Airbus Helicopters ASB AS332-53.02.05, Revision 1, dated March 2, 2020; and ASB AS332-53.02.07, Revision 0, dated October 21, 2019, specify contacting Airbus Helicopters for repair instructions: This AD requires repair using a method approved by the Manager, Rotorcraft Standards Branch, FAA. The Manager's approval letter must specifically refer to this AD.

(k) Reporting

If, during the inspection required by paragraph (h) of this AD, there is any discrepancy, report the inspection results to Airbus Helicopters at the applicable time specified in paragraph (k)(1) or (2) of this AD. The report should include the information specified in Appendix 4.A. of Airbus Helicopters ASB AS332-53.02.05, Revision 1, dated March 2, 2020; or ASB AS332-53.02.07, Revision 0, dated October 21, 2019, as applicable.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(l) Credit for Previous Actions

For helicopters identified in Airbus Helicopters ASB AS332-53.02.05, Revision 1, dated March 2, 2020: This paragraph provides credit for actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using Airbus Helicopters ASB AS332-53.02.05, Revision 0, dated April 18, 2019.

(m) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(n) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Manager, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(o) Related Information

(1) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD No. 2019-0295, dated December 5, 2019. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2020-0585.

(2) For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone 972-641-0000 or 800-232-0323; fax 972-641-3775; or at https://www.airbus.com/helicopters/services/technical-support.html. You may view a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(p) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Airbus Helicopters Alert Service Bulletin (ASB) AS332-53.02.05, Revision 1, dated March 2, 2020.

(ii) Airbus Helicopters ASB AS332-53.02.07, Revision 0, dated October 21, 2019.

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone 972-641-0000 or 800-232-0323; fax 972-641-3775; or at https://www.airbus.com/helicopters/services/technical-support.html.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 13, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-23976 Filed 10-30-20; 8:45 am]

2020-22-04 Airbus Helicopters Deutschland GmbH: Amendment 39-39-21300; Docket No. FAA-2020-0919; Project Identifier MCAI-2020-00637-R.

(a) Effective Date

This airworthiness directive (AD) becomes effective November 18, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Deutschland GmbH Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, and EC635T2+ helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Codes 6500, Tail Rotor Drive.

(e) Reason

This AD was prompted by reports of improper heat treatment of titanium (Ti)-bolts installed on the forward and aft tail rotor drive shafts, resulting in a broken Ti-bolt. The FAA is issuing this AD to address improper heat treatment of Ti-bolts on the forward and aft tail rotor drive shafts, which could lead to rupture of a Ti-bolt installed in a critical location, possibly resulting in reduced control of the helicopter.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0099, dated May 5, 2020 (EASA AD 2020-0099).

(h) Exceptions to EASA AD 2020-0099

(1) Where EASA AD 2020-0099 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0099 does not apply to this AD.

(3) Although the service information referenced in EASA AD 2020-0099 specifies to discard certain parts, this AD does not include that requirement.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(j) Related Information

For more information about this AD, contact Kathleen Arrigotti, Aviation Safety Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3218; email: kathleen.arrigotti@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0099, dated May 5, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0099, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 1000; email: ADs@easa.europa.eu; internet: www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0919.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 13, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24263 Filed 11-2-20; 8:45 am]

2020-22-05 Pilatus Aircraft Ltd.: Amendment 39-21301; Docket No. FAA-2020-0746; Project Identifier 2019-CE-012-AD.

(a) Effective Date

This airworthiness directive (AD) is effective December 7, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC-12/47E airplanes, serial numbers 1300 and 1451 through 1944 (except serial number 1720), certificated in any category, with a main landing gear (MLG) spring pack assembly part number (P/N) 532.34.12.101 installed.

(d) Subject

Air Transport Association of America (ATA) Code 32: Landing Gear.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as seizing of an MLG spring pack assembly. The FAA is issuing this AD to prevent failure of the MLG spring pack assembly, which could result in the inability to extend the MLG with consequent loss of control of the airplane after landing.

(f) Actions and Compliance

(1) Within 2 months after the effective date of this AD, remove from service MLG spring pack assembly P/N 532.34.12.101 and install MLG spring pack assembly P/N 532.34.12.120 by following the Accomplishment Instructions-Part A-Aircraft, section 3.B., in Pilatus PC-12 Service Bulletin No. 32-027, dated January 7, 2019.

(2) As of the effective date of this AD, do not install an MLG spring pack assembly P/N 532.34.12.101 on any airplane.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Doug Rudolph, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816)

329-4090; email: doug.rudolph@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector (PI), or lacking a PI, your local Flight Standards District Office.

(h) Related Information

Refer to European Union Aviation Safety (EASA) Agency AD No. 2019-0032, dated February 15, 2019, for more information. You may examine the EASA AD in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0746.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Pilatus PC-12 Service Bulletin No. 32-027, dated January 7, 2019.

(ii) [Reserved]

(3) For Pilatus Aircraft Ltd. service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Technical Support (MCC), P.O. Box 992, CH-6371 Stans, Switzerland; telephone: +41 (0)41 619 67 74; fax: +41 (0)41 619 67 73; email: Techsupport@pilatus-aircraft.com; internet: https://www.pilatus-aircraft.com/en.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 14, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24048 Filed 10-30-20; 8:45 am]

2020-22-07 Bell Textron Inc. (Type Certificate Previously Held by Bell Helicopter Textron Inc.): Amendment 39-21303; Docket No. FAA-2020-0921; Project Identifier AD-2020-00323-R.

(a) Effective Date

This AD is effective November 18, 2020.

(b) Affected ADs

None.

(c) Applicability

This airworthiness directive (AD) applies to Bell Textron Inc. (Type Certificate previously held by Bell Helicopter Textron Inc.) (Bell) Model 412, 412CF, and 412EP helicopters, certificated in any category.

Note 1 to paragraph (c): Helicopters with a 412EPI or 412EPX designation are Model 412EP helicopters.

(d) Subject

Joint Aircraft System Component (JASC): 5400, Nacelle/Pylon Structure.

(e) Unsafe Condition

This AD was prompted by an accident and multiple reports of a cracked main gearbox (MGB) support case. The FAA is issuing this AD to address excessive pylon pitch vibrations. The unsafe condition, if not addressed, could result in structural failure of the MGB support case and subsequent reduced control of the helicopter.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Before further flight:

(1) For Bell Model 412 helicopters with serial number (S/N) 33001 through 33107 inclusive, S/N 33108 through 33213 inclusive, S/N 34001 through 34024 inclusive, or S/N 36001 through 36019 inclusive, revise Section 2, Normal Procedures, under both "BEFORE TAKEOFF" and "IN-FLIGHT OPERATION(S)" of the existing Rotorcraft Flight Manual (RFM) for your helicopter by adding the information in Figure 1 to paragraph (g)(1) of this AD or by adding this information under both "BEFORE TAKEOFF" and "IN-FLIGHT OPERATION(S)" of the following as applicable for your

helicopter: Bell 412 BHT-412-FM-1 RFM, Revision 26; or Bell 412 BHT-412-FM-2 RFM, Revision 13, each dated August 19, 2020. Using a different document with information identical to this information under both “BEFORE TAKEOFF” and “IN-FLIGHT OPERATION(S)” in the RFM revision specified in this paragraph for your helicopter is acceptable for compliance with the requirements of this paragraph.

CAUTION: LARGE STEADY STATE FORWARD CYCLIC DISPLACEMENTS IN COMBINATION WITH COLLECTIVE INPUT WHILE AT 100% RPM WITH ANY PART OF THE SKIDS TOUCHING THE GROUND MAY RESULT IN A SUDDEN INCREASE IN ONE PER REV VERTICAL VIBRATIONS. IF THIS OCCURS IMMEDIATELY REDUCE FORWARD CYCLIC INPUT AND IF NECESSARY REDUCE COLLECTIVE AND ROTOR RPM TO STOP THE VIBRATIONS.

Figure 1 to Paragraph (g)(1)

(2) For Bell Model 412 helicopters with S/N 36020 through 36086 inclusive, and for Bell Model 412EP helicopters with S/N 36087 through 36999 inclusive, S/N 37002 through 37999 inclusive, S/N 38001 through 38999 inclusive, or S/N 39101 through 39999, revise Section 2, Normal Procedures, under both “BEFORE TAKEOFF” and “IN-FLIGHT OPERATIONS” of the existing RFM for your helicopter by adding the information in Figure 2 to paragraph (g)(2) of this AD or by adding this information under both “BEFORE TAKEOFF” and “IN-FLIGHT OPERATIONS” of the following as applicable for your helicopter: Bell 412 BHT-412-FM-3 RFM, Revision 20; Bell 412EP BHT-412-FM-4 RFM, Revision 37; Bell 412EPI BHT-412-FM-5 RFM, Revision 9; or Subaru Bell 412EPX BHT-412-FM-6 RFM, Revision 5, each dated August 19, 2020. Using a different document with information identical to this information under both “BEFORE TAKEOFF” and “IN-FLIGHT OPERATIONS” in the RFM revision specified in this paragraph for your helicopter is acceptable for compliance with the requirements of this paragraph.

CAUTION: LARGE STEADY STATE FORWARD CYCLIC DISPLACEMENTS IN COMBINATION WITH COLLECTIVE INPUT WHILE AT 100/103% RPM WITH ANY PART OF THE SKIDS TOUCHING THE GROUND MAY RESULT IN A SUDDEN INCREASE IN ONE PER REV VERTICAL VIBRATIONS. IF THIS OCCURS IMMEDIATELY REDUCE FORWARD CYCLIC INPUT AND IF NECESSARY REDUCE COLLECTIVE AND ROTOR RPM TO STOP THE VIBRATIONS.

Figure 2 to Paragraph (g)(2)

(3) For Bell Model 412CF helicopters, revise Section 2, Normal Procedures, under both “BEFORE TAKEOFF” and “IN-FLIGHT OPERATIONS” of the existing RFM for your helicopter by adding the information in Figure 1 to paragraph (g)(1) of this AD. Using a different document with information identical to that contained in Figure 1 to paragraph (g)(1) of this AD is acceptable for compliance with the requirements of this paragraph.

(4) The actions required by paragraphs (g)(1) through (3) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft

records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (i) of this AD. Information may be emailed to: 9-ASW-190-COS@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(i) Related Information

For more information about this AD, contact Kuethe Harmon, Safety Management Program Manager, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5198; email kuethe.harmon@faa.gov.

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Section 2, Normal Procedures, of Bell 412 BHT-412-FM-1 Rotorcraft Flight Manual (RFM), Revision 26, dated August 19, 2020.

(ii) Section 2, Normal Procedures, of Bell 412 BHT-412-FM-2 RFM, Revision 13, dated August 19, 2020.

(iii) Section 2, Normal Procedures, of Bell 412 BHT-412-FM-3 RFM, Revision 20, dated August 19, 2020.

(iv) Section 2, Normal Procedures, of Bell 412EP BHT-412-FM-4 RFM, Revision 37, dated August 19, 2020.

(v) Section 2, Normal Procedures, of Bell 412EPI BHT-412-FM-5 RFM, Revision 9, dated August 19, 2020.

(vi) Section 2, Normal Procedures, of Subaru Bell 412EPX BHT-412-FM-6 RFM, Revision 5, dated August 19, 2020.

(3) For service information identified in this AD, contact Bell Textron, Inc., P.O. Box 482, Fort Worth, TX 76101; telephone 817-280-3391; fax 817-280-6466; or at https://www.bellcustomer.com.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 15, 2020.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24258 Filed 11-2-20; 8:45 am]

2020-22-08 Airbus SAS: Amendment 39-21304; Docket No. FAA-2020-0968; Project Identifier MCAI-2020-00974-T.

(a) Effective Date

This AD becomes effective November 19, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS airplanes identified in paragraphs (c)(1) through (6) of this AD, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2020-0155, dated July 14, 2020 ("EASA AD 2020-0155").

(1) Model A320-251N and -271N airplanes.
(2) Model A321-251N, -271N, -272N, -252NX, and -271NX airplanes.
(3) Model A330-243 airplanes.
(4) Model A330-343 airplanes.
(5) Model A330-941 airplanes.
(6) Model A350-941 and -1041 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 23, Communications; 44, Cabin systems.

(e) Reason

This AD was prompted by reports of removable display units (RDUs) found undocked from the hosting display docking stations (DDS). The FAA is issuing this AD to address undocked RDUs, which could lead to detachment of an RDU, possibly resulting in injury to airplane occupants.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0155.

(h) Exceptions to EASA AD 2020-0155

(1) Where EASA AD 2020-0155 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2020-0155 does not apply to this AD.

(3) Where the EASA AD specifies "any discrepancies," those discrepancies include damage or deformity to the DDS tab, a jammed butterfly latch, a RDU that does not engage easily, and a RDU that does not latch.

(4) Where paragraph (3) of the EASA AD specifies a compliance time of "before next flight," that compliance time does not apply to this AD.

(5) Where AOT A44P001-20-00 and A23L001-20-00, as specified in EASA AD 2020-0155, specify the gap must be equal to or greater than 4.2mm, for this AD, the gap must be greater than 4.0mm.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2020-0155 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

For more information about this AD, contact Dan Rodina, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3225; email: dan.rodina@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0155, dated July 14, 2020.

(ii) [Reserved]

(3) For information about EASA AD 2020-0155, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; Internet: www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0968.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 16, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24345 Filed 11-3-20; 8:45 am]

2020-22-12 Polskie Zaklady Lotnicze Sp. z o.o: Amendment 39-21308; Docket No. FAA-2020-0473; Project Identifier 2018-CE-058-AD.

(a) Effective Date

This AD is effective December 8, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Polskie Zaklady Lotnicze Sp. z o.o. Model PZL M28 05 airplanes, serial numbers AJE00301 through AJE00343, and AJE00345 through AJE00347, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 28: Fuel Tank.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as defective thermo-shrinkable tubes installed on the electrical harnesses located in the fuel tanks. The FAA is issuing this AD to prevent broken pieces of the thermo-shrinkable tubes from blocking the jet pump, reducing fuel supply to the engines, and resulting in the inability to use all the fuel in the fuel tanks. This condition could lead to reduced engine power and airplane performance.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) and (2) of this AD:

(1) Within the next 200 hours time-in-service (TIS) after the effective date of this AD or within the next 8 months after the effective date of this AD, whichever occurs first:

(i) Inspect each electrical wire harness in the center wing and the left-hand and right-hand outer wing fuel tanks for cracking, tears, and seizing of the thermo-shrinkable tubes in accordance with paragraphs II.1 through 2 a) of the Procedure for Bulletin Execution section in Polskie Zaklady Lotnicze Sp. z o.o. Service Bulletin No. E/12.141/2018, dated May 15, 2018.

(ii) If there is a tear or any cracking in or any seizing of an electrical wire harness thermo-shrinkable tube, before further flight, replace the harness in accordance with section II. a) Replacement of harness KL8 (KP), II. b) Replacement of Harness KL9 (KP9), or II. c) Replacement

of harness KL10 (KP10), as applicable, of the Procedure for Bulletin Execution in Polskie Zaklady Lotnicze Sp. z o.o. Service Bulletin No. E/12.141/2018, dated May 15, 2018.

(2) As of the effective date of this AD, do not install any electrical wire harness part number 28.14.7205.073.000, 28.14.7205.074.000, 28.14.7205.075.000, 28.14.7205.076.000, 28.14.7205.077.000, or 28.14.7205.078.000, that has more than zero hours TIS on any airplane, unless it has passed the inspection required by paragraph (f)(1)(i) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Doug Rudolph, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(h) Related Information

Refer to European Union Aviation Safety Agency (EASA) AD No. 2018-0242, dated October 8, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0473.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Polskie Zaklady Lotnicze Sp. z o.o. Service Bulletin No. E/12.141/2018, dated May 15, 2018.

(ii) [Reserved]

(3) For Polskie Zaklady Lotnieze Spolka zo.o service information identified in this AD, contact Polskie Zaklady Lotnicze Sp. z o.o., Wojska Polskiego 3, 39-300 Mielec, Poland, telephone: +48 17 743 1901, email: pzl.lm@lmco.com, internet: http://www.pzlmielec.pl.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 19, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24243 Filed 11-2-20; 8:45 am]

2020-22-13 Airbus Helicopters: Amendment 39-21309; Docket No. FAA-2020-0462; Product Identifier 2019-SW-021-AD.

(a) Effective Date

This airworthiness directive (AD) is effective December 8, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model AS332C1 and AS332L1 helicopters, certificated in any category, all manufacturer serial numbers, equipped with an Advanced Helicopter Cockpit & Avionics System (AHCAS), except helicopters that have Airbus Helicopters modification 0728576 embodied in production.

(d) Subject

Joint Aircraft Service Component (JASC) Code 3420, Attitude and direction data system.

(e) Reason

This AD was prompted by a report that the affected helicopters use the same "flight/ground" logic signal, instead of independent redundant signals. The FAA is issuing this AD to address certain helicopters that use the same "flight/ground" logic signal, instead of independent redundant signals. If both attitude and heading reference systems (AHRS) incorrectly receive "ground" status in flight, as a result for instance of a single failure, this will generate consistent erroneous computation of the attitudes and vertical speed during helicopter maneuvers with consequent incorrect flight data indications to the flight crew on both primary displays. Erroneous flight information could lead to increased workload for the flight crew when the upper modes of the automatic flight control system are not engaged, possibly resulting in reduced control of the helicopter during high speed maneuvers in instrumental meteorological conditions (IMC).

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

(1) Within 30 days after the effective date of this AD: Amend the emergency procedures of the existing rotorcraft flight manual (RFM) for your helicopter by inserting the supplemental text

specified in figure 1 to paragraph (g)(1) of this AD, immediately following paragraph 9 GROUND/FLIGHT LOGIC FAULT.

Figure 1 to Paragraph (g)(1) - *Supplemental Text for Paragraph 9 GROUND/FLIGHT LOGIC FAULT of the RFM*

Symptoms	Condition	Consequences and procedures
GRD/FLT (Post-MOD 07 23817)		**Procedure:** The following NOTE is added: **NOTE** **In the event of GRD/FLT, both AHRS may provide erroneous attitude and vertical speed while ISIS remains reliable. Should this discrepancy occur it is recommended to:** **- Keep on (or activate) the upper modes.** **- In IMC flight limit the IAS (< 120 kt) and bank angle (< 20°).** The rest of the paragraph is unchanged.

(2) Within 100 hours time-in-service or before intentional flight into IMC, whichever occurs first after the effective date of this AD, do the wiring modification of the "flight/ground" logic signal source of the AHRS 1 in accordance with the Accomplishment Instructions of Airbus Helicopters Alert Service Bulletin No. AS332-34.00.60, Revision 1, dated March 29, 2019. After completion of the wiring modification, the RFM amendment required by paragraph (g)(1) of this AD must be removed from the existing RFM for your helicopter.

(h) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the helicopter can be modified (if the operator elects to do so), provided the helicopter is operated under visual flight rules only.

(i) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Airbus Helicopters Alert Service Bulletin No. AS332-34.00.60, Revision 0, dated December 6, 2018.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: George Schwab, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; phone: 817-222-5110; email: 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, notify your principal inspector or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(k) Related Information

(1) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2019-0021, dated February 1, 2019; corrected February 4, 2019. This EASA AD may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0462.

(2) For more information about this AD, contact George Schwab, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; phone: 817-222-5110; email: george.schwab@faa.gov.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (l)(3) and (4) of this AD.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Airbus Helicopters Alert Service Bulletin No. AS332-34.00.60, Revision 1, dated March 29, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; phone: (972) 641-0000 or (800) 232-0323; fax: (972) 641-3775; or at https://www.airbus.com/helicopters/services/support.html.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 19, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24260 Filed 11-2-20; 8:45 am]

2020-22-14 Austro Engine GmbH: Amendment 39-21310; Docket No. FAA-2019-0664; Project Identifier 2018-NE-03-AD.

(a) Effective Date

This AD is effective December 10, 2020.

(b) Affected ADs

This AD replaces AD 2018-07-16, Amendment 39-19247 (83 FR 15733, April 12, 2018).

(c) Applicability

This AD applies to all Austro Engine GmbH model E4 and E4P diesel piston engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 8560, Reciprocating Engine Supercharger.

(e) Unsafe Condition

This AD was prompted by reports of broken or disconnected turbocharger waste gate control rods on some engines. The FAA is issuing this AD to prevent failure of the turbocharger waste gate control rod. The unsafe condition, if not addressed, could result in loss of engine thrust control and reduced control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

(1) Within the compliance times identified in Table 1 to paragraph (g)(1) of this AD, and thereafter at intervals not to exceed 250 flight hours (FHs), replace the waste gate controller and control rod circlip in accordance with the Accomplishment/Instructions, Paragraph 2.1, Initial Action or Repetitive Action, of Austro Engine Mandatory Service Bulletin (MSB) No. MSB-E4-022/5, Rev. No. 5, dated December 12, 2018.

Table 1 to Paragraph (g)(1) – Initial Replacement Compliance Time

Group	Compliance Time (A, B, or C, whichever occurs later)	
1	A	Within 50 FHs after April 27, 2018 (the effective date of AD 2018-07-16)
	B	Within 250 FHs since the first installation on an engine
	C	Before further flight
2	A	Within 100 FHs after April 27, 2018 (the effective date of AD 2018-07-16)
	B	Within 250 FHs since the first installation on an engine
	C	Before further flight

(2) Within 200 FH or six months, whichever occurs first after the effective date of this AD, modify the engine by installing a waste gate control rod fail-safe bridge and a new spring-loaded circlip in accordance with the Accomplishment/Instructions, Paragraph 2.1, Terminating Action, of Austro Engine GmbH MSB No. MSB-E4-022/5, Rev. No. 5, dated December 12, 2018.

(h) Terminating Action

Modification of an engine by installing a waste gate control rod fail-safe bridge and a new spring-loaded circlip, in accordance with the Accomplishment/Instructions, Paragraph 2.1, Terminating Action, of Austro Engine MSB No. MSB-E4-022/5, Rev. No. 5, dated December 12, 2018, is terminating action for the initial and repetitive replacement requirements of paragraph (g)(1) of this AD for that engine.

(i) Definitions

For the purpose of this AD, a Group 1 engine is an Austro Engine GmbH model E4-A engine, or an Austro Engine GmbH model E4-B or E4-C engine installed on a DA 42 M-NG airplane with external containers. A Group 2 engine is any other Austro Engine GmbH model E4 and E4P engine.

(j) Credit for Previous Actions

(1) You may take credit for initial and repetitive replacements of the waste gate controller and control rod circlip required by paragraph (g)(1) of this AD if you performed this action before the effective date of this AD using Austro Engine MSB No. MSB-E4-022/3, Rev. No. 3, dated April 16, 2018, or earlier versions.

(2) You may take credit for the terminating action in paragraph (h) of this AD if you performed the terminating action before the effective date of this AD using Austro Engine MSB No. MSB-E4-022/4, Rev. No. 4, dated September 12, 2018, or Rev. No. 3, dated April 16, 2018.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (l)(1) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(l) Related Information

(1) For more information about this AD, contact Barbara Caufield, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7146; fax: 781-238-7199; email: barbara.caufield@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2018-0125, dated June 6, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at https://www.regulations.gov by searching for and locating it in Docket No. FAA-2019-0664.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Austro Engine GmbH Mandatory Service Bulletin No. MSB-E4-022/5, Rev. No. 5, dated December 12, 2018.

(ii) [Reserved]

(3) For Austro Engine GmbH service information identified in this AD, contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, A-2700 Weiner Neustadt, Austria; phone: +43 2622 23000; fax: +43 2622 23000-2711; internet: www.austroengine.at.

(4) You may view this referenced service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7759.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 20, 2020.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24539 Filed 11-4-20; 8:45 am]

2020-22-17 Pilatus Aircraft Ltd.: Amendment 39-21313; Docket No. FAA-2020-0719; Project Identifier 2019-CE-041-AD.

(a) Effective Date

This airworthiness directive (AD) is effective December 14, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC-24 airplanes, all serial numbers, certificated in any category, with a flexible saddle clamp part number (P/N) 946.33.22.004 installed between frame 34 and 36.

(d) Subject

Joint Aircraft System Component (JASC) Code 2800: Fuel.

(e) Reason

This AD was prompted by an occurrence of movement of the aft fuel pipe within the coupling when system pressure was applied. This movement can cause damage to the O-rings, which could lead to a fuel leak and fuel contamination of the rear fuselage. The FAA is issuing this AD to prevent a fuel fire or fuel vapor explosion with consequent loss of airplane control.

(f) Actions and Compliance

Unless already done, do the following actions in accordance with the applicable compliance times:

(1) Within 3 months after the effective date of this AD, replace each flexible saddle clamp with a fixed saddle clamp with P/N 946.33.21.933, align the left-hand (LH) and right-hand (RH) motive-flow fuel pipes, and test the LH and RH motive-flow fuel pipe for leaks in accordance with the Accomplishment Instructions, sections 3.B and 3.C, of Pilatus PC-24 Service Bulletin No. 28-002, dated May 3, 2019.

(2) As of the effective date of this AD, do not install a flexible saddle clamp with P/N 946.33.22.004 between frame 34 and 36 on any airplane.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Doug

Rudolph, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(h) Related Information

Refer to European Union Aviation Safety Agency (EASA) AD No. 2019-0240, dated September 25, 2019, for more information. You may examine the EASA AD in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0719.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Pilatus PC-24 Service Bulletin No. 28-002, dated May 3, 2019.

(ii) [Reserved]

(3) For Pilatus Aircraft Ltd. service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Technical Support (MCC), P.O. Box 992, CH-6371 Stans, Switzerland; telephone: +41 (0)41 619 67 74; fax: +41 (0)41 619 67 73; email: techsupport@pilatus-aircraft.com; internet: https://www.pilatus-aircraft.com/en.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri. For information on the availability of this material at the FAA, call 816-329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 22, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24805 Filed 11-6-20; 8:45 am]

2020-22-19 Various Restricted Category Helicopters: Amendment 39-21315; Docket No. FAA-2020-0625; Product Identifier 2016-SW-007-AD.

(a) Applicability

This airworthiness directive (AD) applies to various restricted category helicopters originally manufactured by Sikorsky Aircraft Corporation, Model EH-60A, HH-60L, S-70, S-70A, S-70C, S-70C(M), S-70C(M1), and UH-60A helicopters with a main rotor (M/R) blade spindle cuff part number 70150-09109-041 installed; type certificate holders include but are not limited to ACE Aeronautics, LLC; BHI H60 Helicopters, LLC; Billings Flying Service Inc.; Carson Helicopters; Delta Enterprise; High Performance Helicopters Corp.; Northwest Rotorcraft LLC; Pickering Aviation, Inc.; PJ Helicopters Inc.; Sikorsky Aircraft Corporation; SixtyHawk TC, LLC; Skydance Blackhawk Operations, LLC; Timberline Helicopters, Inc.; and Unical Aviation, Inc.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in an M/R blade spindle cuff. This condition could result in failure of an M/R blade spindle cuff, loss of an M/R blade, and loss of control of the helicopter.

(c) Effective Date

This AD becomes effective December 3, 2020.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Before further flight, unless already done within the last 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 10 hours TIS from the last inspection:

(1) Using 10X or higher power magnification, visually inspect each M/R blade spindle cuff for a crack. Pay particular attention to the area around each bolt hole and the upper and lower surfaces of the leading and trailing edges of each M/R blade spindle cuff.

(2) If there is a crack, replace the M/R blade spindle cuff before further flight.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston ACO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Kristopher Greer, Aerospace Engineer, Boston ACO Branch, Compliance and Airworthiness Division, FAA, 1200 District Avenue, Burlington, Massachusetts 01803; telephone 781-238-7799; email kristopher.greer@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

Sikorsky Safety Advisory No. SSA-S70-08-002, dated December 11, 2008, and Sikorsky Technical Manual Preventative Maintenance Services 10 Hour/14 Day (30 Hour/42 Day) Inspection Checklist 1-70-PMS-1, dated December 1, 2014, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact your local Sikorsky Field Representative or Sikorsky's Service Engineering Group at Sikorsky Aircraft Corporation, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-946-4337 (1-800-Winged-S); email wcs_cust_service_eng.gr-sik@lmco.com. Operators may also log on to the Sikorsky 360 website at https://www.sikorsky360.com. You may view a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

Joint Aircraft Service Component (JASC) Code: 6220, Main Rotor Head–Main Rotor Spindle Cuff.

Issued on October 23, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-23929 Filed 10-28-20; 8:45 am]

2020-22-20 Airbus Helicopters: Amendment 39-21316; Docket No. FAA-2020-0378; Product Identifier 2018-SW-060-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2 helicopters, all serial numbers, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a missing main rotor gearbox (MGB) suspension bar attachment bracket bolt head. This condition could result in fatigue failure of the other MGB suspension bar attachment bracket bolts of the same MGB bracket, which could result in loss of the MGB suspension bar and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective December 14, 2020.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

For helicopters with less than 1035 hours time-in-service (TIS), before reaching 1200 hours TIS, and for helicopters with 1035 or more hours TIS, within 165 hours TIS or 12 months, whichever occurs first, visually inspect each MGB suspension bar attachment bracket bolt for missing bolt heads by following the Accomplishment Instructions, paragraph 3.B.2.a. of Airbus Helicopters Alert Service Bulletin (ASB) No. AS350-05.00.92, Airbus Helicopters ASB No. AS355-05.00.79, or Airbus Helicopters ASB No. EC130-05A028, all Revision 0 and dated July 16, 2018 (ASB AS350-05.00.92, ASB AS355-05.00.79, or ASB EC130-05A028), as applicable to your model helicopter. If any bolt heads are missing, do the following:

(1) If one bolt head is missing, do the actions under the section “If only one screw head (a) is missing” in the Accomplishment Instructions, paragraph 3.B.2.b of ASB AS350-05.00.92, ASB AS355-05.00.79, or ASB EC130-05A028, as applicable to your model helicopter, except you are not required to return removed parts to Airbus Helicopters. You must do the repair before further flight, and you must submit the photographs and reply form to Airbus Helicopters within 30 days of completing the inspection.

(2) If two or more bolt heads are missing, before further flight, repair using a method approved by the Manager, Rotorcraft Standards Branch. For a repair method to be approved by the Manager,

Rotorcraft Standards Branch, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

Note 1 to paragraph (e): Airbus Helicopters refers to the bolts as screws.

(f) Special Flight Permits

Special Flight permits are prohibited.

(g) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Kristi Bradley, Aerospace Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email kristin.bradley@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(i) Additional Information

(1) Airbus Standard Practices Manual (MTC) 20-02-05-404, Assembly by screws and nuts Joining, dated May 23, 2017, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone 972-641-0000 or 800-232-0323; fax 972-641-3775; or at https://www.airbus.com/helicopters/services/technical-support.html. You may view the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD No. 2018-0152, dated July 18, 2018. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2020-0378.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 6320, Main Rotor Gearbox.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Airbus Helicopters Alert Service Bulletin (ASB) No. AS350-05.00.92, Revision 0, dated July 16, 2018.

(ii) Airbus Helicopters ASB No. AS355-05.00.79, Revision 0, dated July 16, 2018.

(iii) Airbus Helicopters ASB No. EC130-05A028, Revision 0, dated July 16, 2018.

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone 972-641-0000 or 800-232-0323; fax 972-641-3775; or at https://www.airbus.com/helicopters/services/technical-support.html.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 23, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24675 Filed 11-6-20; 8:45 am]

2020-23-01 GE Aviation Czech s.r.o (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.): Amendment 39-21317; Docket No. FAA-2020-0979; Project Identifier MCAI-2020-01313-E.

(a) Effective Date

This airworthiness directive (AD) is effective November 24, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all GE Aviation Czech s.r.o. (GEAC) M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-200, H80-100, H80-200, and H85-200 model turboprop engines, with a fuel control unit (FCU) part number (P/N) and serial number (S/N) listed in Appendix 1–Affected Parts of GE Aviation Czech Alert Service Bulletin (ASB) ASB-H75-73-00-00-0038 [01], ASB-H80-73-00-00-0074 [01], ASB-H85-73-00-00-0032 [01], ASB-M601D-73-00-00-0066 [01], ASB-M601E-73-00-00-0097 [01], ASB-M601F-73-00-00-0050 [01], and ASB-M601T-73-00-00-0040 [01] (single document; formatted as service bulletin identifier [revision number]), dated September 24, 2020 (the ASB), installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7321, Fuel Control/Turbine Engines.

(e) Unsafe Condition

This AD was prompted by incorrect installation by the manufacturer of one or more rubber cuff sealings of the cage reinforcement inside the main metering valve of the FCU, which reduces the cuff sealing's ability to properly seal the FCU working pressure. The FAA is issuing this AD to prevent the malfunction of the FCU, which could cause engine parameter oscillation or overshoots. The unsafe condition, if not addressed, could result in loss of engine thrust control and reduced control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Before exceeding the applicable compliance time in Table 1 to paragraph (g) of this AD, remove the affected FCU and replace it with a part eligible for installation using the Accomplishment Instructions, paragraph 2, of the ASB.

Table 1 to Paragraph (g) – FCU Replacement

Engine Group	Compliance Time (after the effective date of this AD)
Group 1 engine	Within 10 flight hours (FHs)
Group 2 engine	Within 50 FHs or 60 days, whichever occurs first
Group 3 engine	Within 100 FHs or 180 days, whichever occurs first

(h) Installation Prohibition

After the effective date of this AD, do not install onto any engine an affected FCU with a P/N and S/N identified in Appendix 1–
Affected Parts of the ASB.

(i) No Repair Requirement

The repair requirement in the Accomplishment Instructions, paragraph 2, of the ASB is not required by this AD.

(j) Definitions

(1) For the purpose of this AD, a "part eligible for installation" is a FCU with a P/N and S/N that is not identified in Appendix 1–Affected Parts of the ASB.

(2) For the purpose of this AD, a "Group 1 engine" is a GEAC model turboprop engine that has a FCU P/N and S/N listed in Appendix 1–Affected Parts, Group 1, of the ASB.

(3) For the purpose of this AD, a "Group 2 engine" is a GEAC model turboprop engine that has a FCU P/N and S/N listed in Appendix 1–Affected Parts, Group 2, of the ASB.

(4) For the purpose of this AD, a "Group 3 engine is a GEAC model turboprop engine that has a FCU P/N and S/N listed in Appendix 1–Affected Parts, Group 3, of the ASB.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in Related Information. You may email your request to: ANE-AD-AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(l) Related Information

For more information about this AD, contact Barbara Caufield, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7146; fax: (781) 238-7199; email: barbara.caufield@faa.gov.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) GE Aviation Czech Alert Service Bulletin (ASB) ASB-H75-73-00-00-0038 [01], ASB-H80-73-00-00-0074 [01], ASB-H85-73-00-00-0032 [01], ASB-M601D-73-00-00-0066 [01], ASB-M601E-73-00-00-0097 [01], ASB-M601F-73-00-00-0050 [01], and ASB-M601T-73-00-00-0040 [01] (single document; formatted as service bulletin identifier [revision number]), dated September 24, 2020.

(ii) [Reserved]

(3) For GE Aviation Czech service information identified in this AD, contact GE Aviation Czech s.r.o., Beranovych 65, 199 02 Praha 9–Letnany, Czech Republic; phone: +420 222 538 111.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7759.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on October 27, 2020.

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[FR Doc. 2020-24794 Filed 11-6-20; 8:45 am]